

No. 5566	號六十六百五千五第	日四念月八年亥乙緒光	HONGKONG, THURSDAY, SEPTEMBER 22ND, 1910.	第 5566 號
			Informations	Informations

NOTICE.

bers of the HONGKONG YACHT CLUB
 at the Hongkong Yacht House on
 NEXT, the 27th instant, at Four
 EDWARD BEATT,
 Hon. Secretary.
 Hongkong, 22nd September, 1875.
 FOR SHANGHAI.
 Teamship

"NINGPO".
 steamer, Manton, will be despatched for
 Port to DAY, the 23rd instant, at
 Freight or Passage, apply to
 HENDERSEN & Co.
 Hongkong, 22nd September, 1875.
 TAYLOR, AMOY, AND TONGHOW.
 Teamship

"DOUGLAS".
 steamer, will be despatched for the
 on SUNDAY, the 26th instant, at
 Freight or Passage, apply to
 HENDERSEN & Co.

HONGKONG, 22nd SE
NOTICE.

UNG MAN, thoroughly conversant
 with BOOKKEEPING in all its Branches,
 desirous of obtaining Employment, either
 as a Clerk or for a few hours daily, in posting
 up Accounts, &c.
 "A." Daily Press Office.
 Hongkong, 17th September, 1875.

WANTED.
 A PARLOUR and BEDROOM, furnished,
 for a Gentleman and his Wife. State
 and terms to "D. E." care of the Daily
 Press.
 Hongkong, 14th September, 1875.

AND JAPAN TH

ER Special Arrangement with the
Imperial Mint of Japan, we are now
in Lots to suit PURCHASERS.
PHURIC AND NITRIC ACIDS
of high quality and strength.
Analytical Analysis with English Com-
Acid, and terms for quantities, on ap-
406 - Shanghai, 11th September, 1975.

Septembre, prochain

est procédé en la Chancellerie, 376 rue de
France, à Canton, à la VENTE par
l'Administration Publique, d'un certain nombre
de terrains situés dans les limites de la
Colonie Française à Chamean.

LE CHANCELLIER.

THE HONGKONG DERBY.

EPSTAKES of \$20 each, half forfeit
declared on or before day of closing
in, with \$100 added, for 1st Pomy, and
2nd. For all China Ponies dont \$50
as a date of entry. First Pomy, 70 per

Post, 7lbs. One-mile
H. St. L. MA

1288 Hongkong, 17th August, 1875.
ED. CHASTEL.
WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET.
Next to the "Daily Press" Office.
 Price Lists and Samples on application.
Hongkong, 16th June, 1875.
FOR SALE.
SELLING HOUSES No. 1 and No. 2,
 Canton Road.

S. E. BURR

榮記煤礦
WING-KEE COAL SHOP.
The Proprietor of WING-KEE Shop begs to
inform the public that his Shop has been
established since 1855, at Endicott's Lane, and
he has always a great quantity of BEST
Coal in store for Sale. Gentlemen or Ship-
pers wishing to patronise him, are requested
to call at his Shop.
447 Hongkong, 23rd September, 1875.

TEAN STEAMSHIP

UNSIGNERS per Company's Steamer
PATROCLUS are hereby notified that the
is being discharged into Craft, and landed
to Godowns of the Undersigned, in both
it will lie at Consignees' risk. The cargo
be ready for delivery from Godowns on and
the 21st instant,
Goods undelivered after 23th instant, will be
not to Rent.

BUTTERFIELD & SWIRE, Agents.
1435 Hongkong, 21st September, 1875.

COMPAGNIE DES M
MARITIM

NOTICE.
CONSIGNEES of Cargo per S.S. *Exphrate*,
from London, in connection with the
Steamer, are hereby informed that their
Cargoes are being landed and stored at their risks
at the Company's Godowns, whence delivery
will be obtained from TUESDAY, the 21st
at 10 A.M.
Original Cargo will be forwarded on, unless
notification is received from the Consignees be-
fore Noon (THIS DAY).
Bills of Lading will be countersigned by the

at Noon, will be
charges.

Fire Insurance has been effected.
O. BERTRAND,
Principal Agent.
30 Hongkong, 20th September, 1875.
BRITISH SHIP SOLENT, FROM LON-
DON.
CONSIGNEES of Cargo by the above-named
Vessel are requested to send in their Bills
Lading to the Undersigned for Counter-
signature, and to take immediate delivery of
Goods.

landed and stored
ence.

ARNHOLD, KARBERG & Co.,
Agents.
1841 Hongkong, 1st September, 1875.
**COMPAGNIE DES MESSAGERIES
MARITIMES.**
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are
requested to send in their Bills of Lading
the undersigned for countersignature, and
for immediate delivery; this Cargo has been
loaded and stored at their risk and expense.

C. B.

"Amazone," 23rd August, 1875.
 H (in Diamond) } \$327,333 11 cases Merchandise.
 } 335,338
 "Azade," 4th September, 1875.
 D (in Diamond) } \$ No. 66974 6 cases Sundries.
 L (in Diamond) } \$ No. 4050 11 cases Merchandise.
 H } 15 cases Do.
 Hongkong, 9th September, 1875.

NOTICES OF FIRMS.

THE Underpinned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co. of London.
Office—No. 6, Stanley Street.
17th October, 1875.

NOTICE.

I HAVE this day Re-established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAMP & Co.
Joaquim Malcampa Quirós.
6th May, 1875.

NOTICE.

THE Interest and Responsibility of Mr. JAMES WHITFIELD in our Firm ceased on the 30th April, 1875.
Mr. WILLIAM PATTERSON was admitted a Partner on the 1st May last, and we have retained Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.
J. BELL IRVING & Co.
1201, Hongkong, 30th August, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING in our Firm, ceased on the 10th November, 1874.
S. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
S. VINCENT & Co.
Swatow, China, 10th October, 1874.

The Daily Press

HONGKONG, SEPTEMBER 23RD, 1875.

The nervous policy of the Hongkong Government with respect to Chinese grievances is now resulting in a state of things not only highly discreditable to itself, but most injurious to the interests of the Colony. It is foreseen long ago, and, indeed, foretold in these columns, that the action of the Colonial Office in turning a deaf ear to the memorials forwarded by the merchants and residents of this colony on the subject of its blockade by Chinese Customs cruisers would inevitably have the effect of aggravating the evil complained of. Things have glided from bad to worse: the prophecy has certainly been most abundantly fulfilled. The number of junks seized has largely increased. As stated by us a short time since, no less than thirty of these vessels have been intercepted on their way from Hainan to Hongkong and Macao within a brief period, and on the most recent. Nor is this all. The rapacity of the Customs officials seems to grow with the impunity which attends their illegal, unjustifiable, and violent acts. Not only junks, but the small craft, cargo and passenger boats, leaving Canton and the villages on the river with provisions and other articles for Macao have been seized, on the pretext of smuggling, or that their manifests did not agree with their cargo, and subjected to heavy fines. The result is that in Macao the price of many necessities of life has risen greatly, while a number of boat owners have given up trading, rather than run the risk of being thus black-mailed. The junk trade of this colony is, of course, suffering from the enforcement of this system of official squeezing, and that of Macao, already woefully reduced, is threatened with something like utter ruin. All this is most unmistakably due to the pusillanimous attitude assumed by the Colonial Government, in which it has been backed up by the SECRETARY for the COLONIES.

The policy of the Hongkong Government on this subject has, ever since the departure of Sir RICHARD GRAYES MACDONALD, been of a most intricate character. It has resolutely endeavored—and this is the only respect in which it has exhibited any decision—to ignore this uncomfortable and disturbing question. It sought to shelve the subject as long as possible, and when at length compelled to take some action, indulged in milk-and-water despatches that have in the end only operated prejudicially to the interests of those who desired and deserved its protection and assistance. Had the vigorous policy which Sir RICHARD MACDONALD adopted been followed by his successor, the evil would never have attained its present proportions, and might perhaps have been abolished, as far, at least, as it affected the trade of Hongkong. But it was not, and an organized system of extortion on the junk trade was the consequence. That most glaring example of the unlawful procedure of the Chinese Customs authorities, the seizure and confiscation of the *Kun Hing Sing*, will not soon be forgotten. The facts in that case were clear and undeniable. The junk cleared from Tamsui for Hongkong with a miscellaneous and valuable cargo, on which the lekin tax was duly paid and receipt given, and yet it was captured by a Customs cruiser in the Ly-sun-moon Pass and in British waters, taken to Canton and there confiscated and sold. An appeal was made to SIR ARTHUR KENNEDY, who transmitted instructions to Sir BAIRD ROBERTSON to take action in the matter. What action H.B.M.'s Consul at Canton took is now a matter of history. It certainly did not serve the cause of the unfortunate junk-owners. Nor did the Imperial Government display any interest or activity in connection with the affair. The petition addressed to Her Majesty by the Chinese merchants of this colony on the subject was allowed to lie unheeded for months in a pigeon-hole at the Colonial Office. And when at length it was answered, the reply was of the most unsatisfactory nature. The British Government has clearly made up its mind that there is a great deal of smuggling going on at the port, and it will not listen to the voice of the community though it is unanimous in representing the injury done to the trade of the colony by the unprecedented conduct of the Canton Customs authorities. Some one is responsible as the adviser of the Imperial Government, no doubt; but it cannot be denied that this colony has been treated slightly by the head of the Colonial Office.

Lord CARANAROV is not likely to be troubled with any more Chinese petitions or memorials on the subject. Neither is the Hongkong Government. We state this on good authority. The native merchants have tried and found both wanting. An appeal to either would prove utterly bootless. More than this, it would involve the judicious junk-owner in greater difficulty and render him liable to a heavier fine. It is not likely, therefore, that he will again lean upon such a shaky reed as the Government has proved in the past. The Chinese have chosen for the future to bear the ill they have, which are

but enough, but might be augmented by appealing for protection where there is no chance of its being granted. When a junk or vessel is seized, they will submit to be "squeezed," will make the best bargain possible. Such is the decision come to by the natives. It cannot but have an adverse influence on trade and commerce. These heavy imposts upon trade must tend to restrict trade and discourage enterprise. The local Government has had opportunities of making its influence felt, but has failed to use them. It has lost prestige in consequence, and is neither feared nor esteemed in China. The Chinese merchants no longer trust in its ability to shield them from the extortions of the Canton Authorities, and have ceased to look for redress through its intervention. In fact Chinese authorities assert themselves in Hongkong, indirectly, and probably exercise as much real power over the weaker natives as the Government itself. British prestige has indeed for some years been declining all over China. Proof of this fact are afforded nearly every week in the attacks made upon and insults levelled against British subjects. The timid and wavering policy of the Government of Great Britain is bringing forth fruit which is not pleasant to the taste. Time was when foreigners, chiefly through English influence, were both feared and respected in China. But it has gone, and will never return until the British Government retraces its steps, and once more shows a firm, unflinching, and decided demeanor in the East. It is idle to attempt to govern India according to English ideas; it is equally idle to seek to deal with the Chinese as Europeans. Why attempt to keep up the miserable fiction that China is a civilised power? Why not at once recognise the plain truth that she possesses an antiquated but imperfect form of civilisation, and that, practically speaking, she is without a Central Government? Having recognised this fact, it would be easy to deal with her accordingly, and many unnecessary complications would be thereby avoided. But it is useless to hope for any change in the policy of the Imperial Government at present, it is to be feared. It is perhaps equally futile to expect any alteration in that of the Colonial Government as at present constituted. But trouble will assuredly arise out of past mistakes, when it will be too late to correct them.

The Rev. Sholto Douglas Vice of All Saints' Church, England, is now in Kobe, and was expected in Yokohama on the 23rd inst.

A circular has been issued by Messrs. Temple, W. & Co., stating that they have made arrangements to carry on the business of the late firm of Malcampa, Hudson & Co., of London, and of Hudson, Malcampa & Co., of Japan.

The request on the body of the Chinese female, third wife of an opium merchant, who died at Canton on the 10th inst., was resumed yesterday. It was, however, again adjourned for a week.

In the Summary Jurisdiction Court yesterday, Mr. Justice Snowden gave judgment in the case of *Chun Yung Cheong v. Inspector Lyngahut*, of the Naval Yard police. The action was for the recovery of \$100 balance due on a building contract, and a verdict was given for plaintiff for \$1. Judgment was also given for defendant in the case of *Yip Fat Chun v. Chun Cheong*, \$145.40.

By the British steamship *Douglas* we learn that the S.S. *Stirling* is at Yanchow, and arrangements to carry on the business of the late firm of Malcampa, Hudson & Co., of London, and of Hudson, Malcampa & Co., of Japan.

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they would obtain a superior class of men, who could read and write themselves in that way, and thus secure a more efficient performance of their duties. The CHIEF JUSTICE said it was most important that they should be looked well after. He approved of setting a better class of men. The Acting Colonial Secretary said it was intended to increase the vote.

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China, if we are to do what is proposed at this meeting and in the way suggested. I am aware that great powers are given in the Charter to the Board of Directors, and I have no objection to the management or administration of the Company, but we are asked here to do more than that. We are asked to go to the root of the whole matter, and to the transfer of the Company. We are interfering with the constitution of the Company. Although the Chairman has said that legal advice has been sought and I am sure the best advice has been given, on an important question—although I have every respect and deference for the opinion of the gentleman whose opinion has been taken—I still think Mr. Hayley's professional opinion differs in reference to myself, and I am only an opinion, and cannot be considered a dictum. I have great doubts as to the legality of the measure suggested. We can alter and amend the Charter, but we cannot alter the power to modify or give unlimited power to Directors at a meeting of this kind. If we sought the constitution of the Company we may take the whole thing over, and it will be very careful work, and it will take a long time, although this is but my own conviction. I think it ought to be mentioned on the minutes. If legal opinion has already been given, and it is a matter of fact, I should be well to let the Shareholders know that opinion, and I don't know if I am in error in asking for it.

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the general Agents or simply those from outside—and can you tell me how it is that there are a number of mistakes on the part of the Board? The CHAIRMAN—What names are they? Mr. McCULLOUGH—There are two names I know, and one of them is down twice in the list, and the other twice. The CHAIRMAN—Well, give me the names. Mr. McCULLOUGH—Sung Yow is one of them, and he is down three times. I forgot the other, but I will give it to you. The CHAIRMAN—This matter will be investigated immediately, and if there are any mistakes they will be rectified.

The CHAIRMAN—There is one down three times and another twice. Mr. GRAY—There is one down three times and another twice. Mr. GRAY—There is one down three times and another twice.

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and Japan Marine Insurance Company, which is conducted by a salaried Secretary and a Board of Directors, and by its published Charter, which will be sent to the shareholders, is greater than this Company's. The CHAIRMAN—We have been compared with I am somewhat surprised that such a comparison was drawn, but we can compare with this Company after the first year's Report under its present system. But the real question is, can the business of this Company be conducted as advantageously as the business of the other? The Directors after a most careful consideration, may say, and the figures of the other Company under a Secretary's management, giving a similar business to ours support their opinion. Regarding the commission paid to the various Agents, this Company pays 5 per cent, as does every other Company in China; and with regard to the Agents held by my firm I may tell you that we have been very careful not to pay the expenses of them by a very considerable amount. We should have a good deal by paying the Agents at Shanghai, Peking, and Canton, and New China. The holders of this Company have no real interest. These who are honest investors receive 12 per cent per annum, and though to some of them as they are not business men, they may seem hard that a Company should have such a high rate of interest, and without expenses, so long as they receive 12 per cent for their money I should think they would be desirous to continue the investment.

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